

TRIUMPH MAYFLOWER CLUB



SUMMER ISSUE 1992

(MEMBERSHIP) WORLD WIDE



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 1992-93

CHAIRMAN

John Oglesby
33 Wroot Road
Finningley
Doncaster DN9 3DN

VICE CHAIRMAN

Tony Booth
26 Wharton Road
Headington
Oxford OX3 8AH

CLUB SECRETARY

Terry Gordon
12 Manor Close
Hoghton, Preston
Lancashire PR5 0EN
Tel: (0254) 853469

TREASURER

Mike Webber
7 Colvin Close
Exmouth, Devon

SPARES SECRETARY

John Gogay
18 The Close, Wilmington
Dartford, Kent DA2 7ES
Tel: (0322) 221493 after 7.30 pm

SECONDHAND SPARES SECRETARY

Jim Smethurst
18 Beech Grove
Ashton, Preston PR2 1DX

MAGAZINE EDITOR & ARCHIVIST

Phil Benson
4 Dunlin Close
Redhill, Surrey RH1 5HJ

RALLY SECRETARY

Martin Bishop
66 Keeley Lane
Wooton, Beds MK43 9HS

ORDINARY MEMBER No 1

Edith Webber

ORDINARY MEMBER No 2

Peter Smith

*When writing to a committee member and you require a reply, please enclose a
Stamped Addressed Envelope*

*Please note that all the above committee members fulfil their positions in their spare time and not
as a full-time occupation, so when contacting them other than by letter, please ensure that
you choose a reasonable time of day*

FLOWER POWER

CONTENTS

EDITORIAL

AGM MINUTES

LETTERS

FEATURE STORY - "COMING HOME"

TECH-TIPS

SALES/WANTED

Cover Photo: Forbes and Olwyn Alexander at home with their Flower from "down under".

The information contained within Flowerpower is the view of the writers and not necessarily those of the editor or the Mayflower owners club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.

SPRING

SUMMER

AUTUMN

WINTER

FLOWER POWER

EDITORIAL

As you will read elsewhere, I became Editor of the magazine on 26th April at the Club AGM. My first task is, of course, to thank Mike on your behalf for his previous good work. At last years AGM Mike reluctantly accepted a further year as Editor knowing his time would be more limited. Despite Moving House and other such time devouring problems his standards never fell. WELL DONE MIKE.

The Magazine is the Focal point of the Club and provides a most important link to us all. I will miss the surprise element of receiving my copy through the mail, but I am looking forward to this new and challenging role.

I hope to be able to carry on the tradition of producing an interesting and readable club newsletter. To do this I need information about the club - ie. about YOU the members of the club. I NEED YOUR HELP. Have you anything of interest to tell the other members of the club?. Have you a trick to help others with less knowledge of the Mayflower?. Will you write me a FEATURE story?

You don't have to be able to write 'proper english'. Give me a ring and tell me what to put in the magazine. I will get it sorted out for you. (If you can write, and want to, the address is in the cover.)

As you will see in the minutes 19 people attended the AGM, including lots of new blood (Me included). With this going for us we can push on and really have a club to be proud of. A club ALL Flower owners will want to join. I can feel you all jumping up and down wanting to help - so, get on with it. Ring me now before you forget.

Over the next few editions I'll try to tell you about my Flower. I saw it 5 years ago after seeing an advert in the local evening paper. It had been stored 8 years and the brakes were solid. There was rust in the floorpan. The engine was a bit stiff! and I was stupid enough to buy it. There's more - but not this edition.

PS. I had only two weeks to get this edition out before I set off to go to my brothers wedding in Sydney, Australia. The next one will be better - I promise.

PPS. See you at the Annual Rally - SUNDAY JULY 19th. SEE ADVERT.

Phil.

FRONT
SHOCK
ABSORBERS

Part No: 106151

£18.00 each

FLOWER POWER

Minutes of the Annual General Meeting of the Triumph Mayflower Club held at the Eathorpe Park Hotel on April 26th 1992

The meeting began at 2.15pm.

In attendance were John and Tracy Oglesby, Terry and Olwen Gordon, Mike and Mary Hurst, Edith and Mike Webber, John Gogay, Stephen Parnell, Jim and Sue Greenley, Jim Smethurst, Martin Bishop Philip Benson, Mr. and Mrs Tony Booth, Forbes and Olwyn Alexander.

Apologies were received from Peter Benfield, Phil Hall, Neil Kershaw, Bert Lacey and Reg Varney.

Minutes from the previous Annual General Meeting, which were published in the Spring issue of Flower Power, were accepted as a true record. (proposed E. Webber, seconded T. Booth).

Chairman's and Rally Secretary's reports (John Oglesby) :

The club continues to flourish with a strong membership position. All those members who had contributed towards the smooth running of the club were thanked, and the meeting's attention was drawn towards the several positions on the committee falling vacant, particularly that of Editor of the magazine. Special thanks were offered to Mike Hurst for his efforts in this position over the last twelve months.

The 1991 rally at Stanford Hall was well attended and 13 Mayflowers took part, which was excellent considering the attendance at past rallies. In response to members' requests the venue remains the same this year. There was scope to improve the rally situation, for example by joining with other clubs for a Northern rally. John was standing down as Rally Secretary but nevertheless looked forward to seeing everyone at Stanford Hall.

Secretary's Report (Terry Gordon) :

The General Accounts for 1991/92 had been submitted to the treasurer for approval and there were no outstanding debts. The club has 160 members, 28 of whom are new members, which is an increase of seven from last year. Several new cars have been found and, with the help of the club, reinstated with their original registrations at DVLC. Two members have had age-related registration numbers issued to them to replace the suffix letters issued when they were re-registered. We have been able to reunite one member's car with its original green log book.

Treasurer's report (Mike Webber) :

A deposit account with the National Westminster Bank has not been opened because they require a minimum deposit of £2000. A Lloyds bank account is being considered in order to obtain some interest. Advance notice was given of the need to increase subscriptions next year as the cost of printing and posting Flower Power almost equals present income from subscriptions. Changing the general account to avoid paying bank charges was also suggested. The accounts were accepted (proposed Stephen Parnell, seconded Mike Hurst).

WINDSCREEN RUBBERS

Available from the Spares Secretary

FLOWER POWER

Spares Secretary's report (John Gogay):

The rate of sales was about the same as the previous year and interest had been received from Lloyds Bank. The stock of windscreens rubbers is low and more are required. The spares account was accepted (proposed Mike Webber, seconded Terry Gordon).

Second-hand Spares Secretary's report (Stephen Parnell):

There are now few worthwhile spares in stock and the deposit account, containing £550 (plus interest from 1st April, 1992), should be transferred back to the general club account. The running account contains £28.20. The acquisition of second-hand spares was limited and there were far fewer sightings of old Mayflowers being reported.

Stephen was thanked for his efforts in this position.

The chair then passed to Terry Gordon for the Election of Officers.

Election of Officers

John Oglesby was proposed as Chairman by Mike Webber and Stephen Parnell and was elected unanimously. He resumed the chair.

Tony Booth was proposed as Vice-Chairman by Forbes Alexander and Mike Hurst. Mike Webber was proposed as Treasurer by John Oglesby and Phil Benson. Mike gave notice that this would be his last year in this position.

Terry Gordon was proposed as Secretary by Mike Webber and Martin Bishop. All these nominations were carried unanimously.

Reg Varney had given notice that he was standing down from the committee. The following committee members were nominated:

Martin Bishop (Mike Webber/Tony Booth)

Jim Smethurst (Stephen Parnell/Olwyn Alexander)

Jim Greenley (John Oglesby/Mike Hurst)

Philip Benson (Edith Webber/Mike Hurst)

Forbes Alexander (Terry Gordon/John Gogay)

All these nominations were carried unanimously.

The committee approved the following appointments:

John Gogay will remain as Spares Secretary, with thanks for his past efforts. Stephen Parnell stood down as Second-hand Spares Secretary and was replaced by Jim Smethurst.

Mike Hurst stood down as Magazine Editor and was replaced by Philip Benson (Philip received a round of applause when he announced his intention to apply for this position!) Forbes Alexander led a vote of thanks to Mike Hurst for his past efforts.

John Oglesby stood down as Rally Secretary and was replaced by Martin Bishop. The Chairman called for any other business.

Any Other Business

Mike Webber proposed changing the general account from the National Westminster Bank to Lloyds Bank in order to save the club paying the business account expenses charged at present. This was agreed.

IMPORTANT NOTICE

Members that have not paid their annual subscription fees by August 1st will not receive any more issues of Flower Power or be able to use the Spare Parts Service. Please make sure you send yours in early (form on back cover)

FLOWER POWER

Mike and Edith Webber wished it to be noted that their address has changed.

Any Other Business (cont)

A query had been received from Tom Spring of Ontario, among others, about alternative ways of paying overseas accounts (for subscriptions and spares) in order to avoid bank charges. There was much general discussion about the nature of these charges and the cost to the club of registering with a credit card company. The advantages of this would be that spares transactions would be easier and goods would be covered by the credit card company's insurance. This facility would be available to members both inside and outside Britain but the club might have to consider a transaction fee for those wishing to use it. The feeling of the meeting was that the club would investigate registration with a credit card company and John Gogay agreed to do this. John Gogay proposed that the £500 outstanding to Peter Burdge should be paid this year. Stephen Parnell suggested using funds in the second-hand spares deposit account and this was agreed.

An offer to help print the club magazine has been received from Derek Pragnell. It was pointed out that in order to keep the magazine weight at the optimum for postage costs, John Gogay often reorganises the material considerably. Therefore the committee thanks Mr. Pragnell for this offer but has decided not to take it up this year.

Bert Lacey had asked to be remembered to the committee.

Reg Varney has tendered his thanks at being made an Honorary Member of the Club.

Forbes Alexander enquired about an offer made some months ago in the magazine to index the Technical Tips. Nothing had come of this. He made a plea for replacement vent rubbers for those whose cars have languished in hot climates. Stephen Parnell explained that both he and Terry Sanders of Florida had investigated this some years ago but tooling costs were prohibitively expensive. Forbes also suggested a register of helpers who could offer tea, sympathy, advice, etc., to members who broke down in their vicinity. He agreed to make this suggestion through Flower Power to test response.

Peter Smith has donated an achievement shield for the person who has contributed most to the club in the past year. The Chairman noted that this was a particularly difficult decision to make as many people had made contributions. Mike Hurst was nominated by Martin Bishop, Stephen Parnell was nominated by John Oglesby and John Gogay was nominated by Stephen Parnell. The shield was voted to Mike Hurst and the Chairman thanked all three nominees for their efforts.

Terry Gordon proposed that the club should own its own software for the production of club documents. He suggested buying Microsoft Works which costs about £90. The meeting was divided about the general usefulness of this to the club. Edith Webber asked about our position under the Data Protection Act but apparently small clubs are exempt. A vote resulted in four in favour of purchase, four against and five abstentions. The Chairman's casting vote was in favour so the purchase will go ahead.

FLOWER POWER

There was no further business and the meeting closed at 3.45pm.

TRIUMPH MAYFLOWER CLUB

General Account for the year 1st April 1991 to 31st March 1992

INCOME	£
Balance brought forward	3268.55
Subscriptions, Spares Loans, Fees etc,	2552.91
Total	5821.46

EXPENDITURE	
Flowerpower printing & postage	1544.00
Annual General Meeting	154.00
Travel Expenses	88.70
Secretary's Expenses (inc £20.57 from 90/91)	270.57
Other Officers Expenses	50.89
Rally Expenses	15.00
Bank Charges	91.30
Spares Loan Refund	10.00
Postal Redirection	37.50
Repayment of Capital Loan	2000.00
	4261.96
To Balance	1559.50
Total	5821.46

BANK	
Bank Statement at 31.3.92	1876.73
Less cheques not cleared	406.50
	1470.23
Plus deposit not recorded	68.00
	1538.23
Cash with Treasurer	21.27
	1559.50

M. Webber
Hon Treasurer 24/4/92

Second-Hand Spares Accounts

Deposit Account	530.00
Current Account	28.20
	558.20

Stephen Parnell
Second-hand Spares Secretary 31/3/92

FLOWER POWER

TRIUMPH MAYFLOWER CLUB

Spares Account for the year 1st April 1991 to 31st March 1992

INCOME

Sale of Spares	4028.88
Bank Interest	93.56
Excess of Expenditure	888.84

Total	5011.28
	=====

EXPENDITURE

Purchase of Spares	3778.44
Refunds	127.05
Postage and Stationary	857.29
Practical Classics Subscription	28.50
Rent	220.00

Total	5011.28
	=====

BANK

	1991	1992
Deposit Account	2007.21	900.77
Current Account	802.21	950.80
Cash in Hand		69.01
Excess of Expenditure		888.84
	-----	-----
	2809.42	2809.42
	=====	=====

John Gogay
Spares Secretary 31/3/92



Group photograph taken at the Annual General Meeting

LETTERS

Dear Ed,

Recently I had the water temperature guage of "Toby" repaired/renovated and I thought that other members might be interested in the firm I used who provided a pleasant service at what I thought was a reasonable cost.

They are:

Supersprint Instruments
Tiptoe Lodge Farm
Middle Road
Tiptoe
Lymington
Hants

I received my instrument back within two weeks and the total cost inclusive of VAT and Post and Packing was £42.89. They also give a 12 month guarantee.

As for "Toby", I have continued my programme of repair and minor maintenance throughout the winter and he is now back on the road. We are looking forward to this seasons car shows, especiallys now that we have moved to Devon. Yet again I have been accepted to take part in the Practical Classics London to Brighton run which this year is on June 14th.

Unfortuanately I won't be able to attend the AGM but everything willing I am hoping to get "Toby" up to the National Rally in July.

Yours sincerely,

John Robertson.

[I have also used this firm and I had excellent service - Ed]

Dear Ed,

Subsequent to my article of a few years ago on extending battery life, I still get regular letters from members. I'm happy to receive letters and try to help with battery problems (s.a.e. appreciated) but the address is now :

Kevin Martin, 8 Taylors Close,
Meppershall,
Shefford,
Bedfordshire SG17 5NH

Phone calls are fine too: Number remains Hitchin (0462) 814827

"EDTA" to help batteries is still available as before (most letters and calls only ask about this). I can supply it in various sizes of re-sealable jars. Stored sealed it has a shelf life of many years and so can be kept to treat batteries in the future. If people get in touch, I can sort out how much they need.

Yours sincerely,

Kevin Martin.

**INLET AND EXHAUST VALVES
NOW AVAILABLE**

From the Spares Secretary

LETTERS

Dear Ed,

I was gliding in Oxfordshire recently and on my way home I photographed a lovely Triumph Mayflower in a Pub car park. Does it belong to one of your members? Were they made in two-tone as an original option?



Can anybody answer either question? - I'll be looking through the archives but would appreciate any assistance from readers - Ed.

ANNUAL RALLY

SUNDAY 19th JULY 1992

STANFORD HALL

LUTTLEWORTH, LEICESTERSHIRE

PLEASE SUPPORT IT - IT'S YOUR CLUB

FEATURE STORY

COMING HOME

In the Autumn 1990 Flower Power I told how Olwyn and I had bought a Flower while we were living and working in Thames, New Zealand - and how we hoped to bring her home with us when we returned. At the time, coming Home seemed a long, long way ahead and the idea of bringing a car along with our suitcases seemed improbable, if not downright silly. So we didn't give it much thought, though before we bought the car we did check up on the cost of transport. The basic equation we ended up with was cost of car = £1,000, cost of transport = £1,000, total = £2,000 - and that seemed reasonable. If it didn't work out then we'd just sell the car when it was time to go.

However, we soon got quite attached to our old Flower, despite all her faults and foibles! As the months went on we put in quite a few miles and slowly ironed out the problems which seemed to have accumulated over the long months she had sat in the used car lot, admired but undesired.

We survived broken piston rings, clogged radiator, choked petrol tank, worn steering idler and ineffective first gear synchro, sometimes with the help of John Gogay, sometimes with the help of the local garages, sometimes with the help of fellow members of the pre-1954 Triumph Register of New Zealand (of which more later) - and sometimes by just rolling up our sleeves and pulling it apart ourselves. I must say that the New Zealand climate was a great help, keeping the ground nice and warm for all the times I had to lie down on it under the car!

So, except for a certain amount of anxiety around the time of the Gulf War, there was soon never any doubt that we were going to bring our Flower home. Besides, we'd soon met so many good people through having the car that we couldn't imagine a better souvenir of our time in New Zealand. So when the time for departure began to draw close I wrote to several shipping companies for information and firm quotes. The replies were surprising because most were very offhand, take-it-or-leave-it, but one company (Trans International of Auckland) were very different and wrote long helpful letters with the best quote: £800 all-in which, of course, we accepted.

Now I mentioned a while back my fellow members of the local "Old Triumphs" club. One of them in particular was extremely helpful to me: Bob Mowbray of Rotorua. Bob is something of a collector and in his collection he has both a Renown and a Mayflower.

URGENT!

Our new editor requires stories, information on renovations and photographs of cars and keepers. Please help him to make your magazine of interest to everyone

PLEASE RESPOND TO: THE EDITOR - PHIL BENSON

When I was having first gear trouble he was mentioned to me as a man to speak to so I phoned him up and asked him if he had got a spare synchro cone. No, he said, he hadn't, but - and this before we'd ever met - he did have a spare box and I could borrow that to keep my car running while I looked for a cone. Naturally I accepted his offer, and Bob and Jackie soon became good friends. Their Flower was restored by Bob and is a little beauty.

It was Bob who put us onto our second Flower, our "spare". This was in a barn at Matamata and was a non-runner though it was largely complete. Though my workmates thought me quite mad I bought this Flower for £30, and with the help of a friend with a trailer we brought it home and over the next few weeks I dismantled it outside the house (we had very indulgent neighbours!) Much of the machinery was boxed up and sent home with the "real" Flower, and the body was cut up into panels by my friend with the trailer, for storage in Thames in his shed. Unfortunately the interior was worthless as the car had been used as a hen house and the smell was awful!

When the big day came it all went remarkably easily. We just trailered the car (stuffed with our belongings) up to Auckland, oiled her bores, and pushed her into the container along with the crates. Six weeks later she arrived at Tilbury and passed through customs without a hiccup; as we'd owned her for over a year, and as she'd been made in Britain, there was no duty to pay. A study of "Practical Classics" turned up transport in the shape of Malcolm Prior of Norfolk who did a splendid and inexpensive job of trailering her north, and so on a wet and cold November night the Flower arrived damp and dirty, but complete and undamaged.

After we'd unpacked her she rose about six inches on her springs and, of course, I was itching to start her up. Well, the only trouble was, she wouldn't! Standing in our cold, dark and damp garage I began to long for the warmth of New Zealand, but I stripped down the ignition and primed the carb and - lo! - she fired, in clouds of blue smoke and to a chorus of unusual noises. But soon she settled to a nice quiet idle. Olwyn washed and polished her and full of pride we put our Flower in for the MOT once the weather was warmer. And she failed! But only, thank goodness, with two tiny holes in the chassis above the rear axle, so they were welded and then we passed. At last it was off to the VRO with all our documents and finally the great day came when we were registered in Great Britain as KSK 160. Those 12,000 miles from Thames weren't quite so difficult as we once feared, with lots of help along the way from many good people. Thanks to them a kiwi Flower has come home at last!

Forbes Alexander
Member 650

SUNDAY 19TH JULY
NATIONAL RALLY

TECH-TIPS

This is not really a tip, but some useful information I came across recently.

SPANNER JAW GAP COMPARISON TABLE

Jaw Gap (in)	Spanner Size	Jaw Gap (in)	Spanner Size
0.250	1/4 in AF	1.000	1 in AF
0.276	7 mm	1.010	9/16 W 5/8 BSF
0.313	5/16 AF	1.024	26 mm
0.315	8mm	1.063	1 1/16 AF 27 mm
0.344	11/32 AF 1/8 W	1.100	5/8 W 11/16 BSF
0.354	9 mm	1.125	1 1/8 AF
0.375	3/8 AF	1.181	30 mm
0.394	10 mm	1.200	11/16 W 3/4 BSF
0.433	11 mm	1.250	1 1/4 AF
0.438	7/16 AF	1.260	32 mm
0.445	3/16 W 1/4 BSF	1.300	3/4 W 7/8 BSF
0.472	12 mm	1.313	1 5/16 AF
0.500	1/2 AF	1.390	13/16 W 15/16 BSF
0.512	13 mm	1.417	36 mm
0.525	1/4 W 5/16 BSF	1.438	1 7/16 AF
0.551	14 mm	1.480	7/8 W 1 in BSF
0.563	9/16 AF	1.500	1 1/2 AF
0.591	15 mm	1.575	40 mm 15/16 W
0.600	5/16 W 3/8 BSF	1.614	41 mm
0.625	5/8 AF	1.625	1 5/8 AF
0.630	16 mm	1.670	1 in W 1 1/8 BSF
0.669	17 mm	1.688	1 11/16 AF
0.686	11/16 AF	1.811	46 mm
0.709	18 mm	1.813	1 13/16 AF
0.710	3/8 W 7/16 BSF	1.860	1 1/8 W 1 1/4 BSF
0.748	19 mm	1.875	1 7/8 AF
0.750	3/4 AF	1.969	50 mm
0.813	13/16 AF	2.000	2 in AF
0.820	7/16 W 1/2 BSF	2.050	1 1/4 W 1 3/8 BSF
0.866	22 mm	2.165	55 mm
0.875	7/8 AF	2.362	60 mm
0.920	1/2 W 9/16 BSF		
0.938	15/16 AF		
0.945	24 mm		

AF = ACROSS FLATS. W = WHITWORTH. in = inches.

BSF = BRITISH STANDARD FINE. mm = millimetres (Metric).

BODY SUPPLEMENT

Fits into the Workshop Manual Ring Binder

PRICE £4.00 + Post & Packing

Available from the Spares Secretary

CROSS REFERENCE LIST

The Autojumble season is upon us once again and so to help you find all those goodies you need I've decided to reprint a Cross Reference of some common parts.

Description	STANPART	EQUIVALENTS
Pistons	101215	Hepolite RSW11587 Sheepbridge/BHB SA151
Piston Rings	101216	Hepolite R3172
	102811	Hepolite RX3175 Cords 30 Cords 30R
Cylinder Liners	-----	Hepolite FS 444
Main Bearings	100325/6	Vandervell VP431 Glacier M3123S
Big end Bearings	100461	Vandervell VP430 Glacier B4124M
Thrust Washers	100327	Vandervell VPW191 Glacier W2046S
Inlet Valves	100363	Tranco 2594 James 1933
Exhaust Valves	100364	Tranco 2595 James 1934
Valve Guides	100862	Tranco G440
Valve Springs	47757	Terrys VS295 Terrys 451.295
Radiator Top Hose	101466	Harmo 225 Quinton-Hazel RH225
Bottom Hose	200280	Harmo 228 Holdtite M1938
By-Pass Hose	101656	John Bull 309 Quinton-Hazel RH309
Petrol Flexi-pipe	103070	Smiths PFP111 Titeflex GT32
Oil Flexi-pipe	101050	Smiths PFP106 or PFP107
Fuel Pump	200141	AC1524712 or 7950196
Carburettor	201209	Solex 30 FAIO
Head Gasket set	500390	Payen HS1A 317 or CB650
Head Gasket	200175	Payen 1A317 or AB650
Manifold Gasket	103978	Payen M3278 or JA217
Exhaust pipe gasket	32301	Payen 34F7 or JE262
Tappet Cover Gasket	43669	Payen 7696 or JM220
Lower gasket set	-----	Payen CS1a 317

PS - HINT - Always take your Spares Manual to an autojumble -
- It can pay for itself with just one "FIND".

Good Hunting.

LOOSE LEAF WORKSHOP MANUAL

Reproduced Workshop Manual in PVC Ring Binder

Price £15.00 plus Postage/Packing

Available from the Spares Secretary

FLOWER POWER

U.S.A. FLOWERS



Richard Rorich's Mayflower



John Sobol's Mayflower

FOR SALE

FOUR WHEEL (BRAKED) TRAILER

Designed to carry Triumph Mayflower, but fits
into a standard garage with the car on top.
Will carry 1.25 Tonne.

Contact Mike Hurst. Home (0462) 896455
Work 071 324 7892

FOR SALE

1953 MAYFLOWER - In good condition, recently
resprayed, MOT until September 1992.

Contact Brian Phillips 17 Church Road
Abertridwr
Mid Glamorgan
South Wales
CF8 2DL

£ 1550 ono.

Home (0222) 832121

FOR SALE

MAYFLOWER - Running, requires attention to the
exhaust, suspension, minor bodywork rust.

Good engine, brakes and tyres. Needs MOT work.

Contact W N Teague Albany
Home (0209) 715325 Tregurhen Road
Work (0209) 712941 Cambourne
£700 Cornwall

[Must be worth saving at reduced price £700 Ed]

FOR SALE

1953 MAYFLOWER - Stripped, Ready for Restoration.
Complete. All seats re-upholstered. £250 ono.

Contact Mr. N Wickens 25 Eridge Road
Tunbridge Wells
Kent
Home (0892) 533266 TN4 8HJ

WANTED

Radiomobile Car Radio model 4100 or 4200.
Will purchase or exchange for a 1946 6 volt
Masterradio two unit model 500.

Also require a 1953 Coronation Flag as fitted
to cars.

Contact Ron Churcher - Basingstoke.
Home (0256) 58899

**THREE
TRIUMPH
MAYFLOWERS
FOR SALE**

One complete
and DVLC
registered

Two with
old type
Log Books

OFFERS

AROUND

£700

Reply:

MRS S. COLE

ELY (0353)

860211

**FRONT COIL
SPRING
RUBBER WASHER**

Part No: 100751

£2.50 each

FOR SALE

1952 Mayflower - Reg. No. MYW 622
Pale blue, with a V5 and an MOT until October.
A very solid car, but needs a little cosmetic
work to make really nice.
Contact Tim Main £900 ono.
(Worcester)
Phone Upton Snodsbury (0905) 381395

**NEW
SPARES
PRICE
LIST**

*Available from
the Spares Secretary*

PRICE 50p
(Please send
Stamped
Addressed
Envelope)

FOR SALE

1952 Mayflower - Reg. No. KSK 854 £800
Black, Garaged, Taxed and MOT until end 1991.
One owner since 1975. Plenty of new parts and
S/H parts. Doors, Boot, Bonnet, Engines, Gear-
Box etc. etc. Needs some bodywork tidying but
used every day until October 1991. No Problems.
Disablement & redundancy forces sale.

Contact Bert Lacey (Member 121)
26 Nightingale Crescent
Harmanswater
BRACKNELL
Berks
RG12 3PV

[Let's find a good home for this one - Ed.]

FOR SALE

1952 Mayflower - Stripped - Rolling Chassis
With lots of extra spares etc.
Car can be seen at Devizes - Offers invited
Contact Roy Annis
Phone (0272) 351916

**TWO
MAYFLOWERS
FOR SALE**

One DVLC registered
One with old log book.
Slight damage to front

£900 o.n.o.

Mrs Chapman
Stratford-upon-Avon

TEL:

0386 870959

WANTED

A D V E R T S

You can advertise your Car, Spare Parts,
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"Wants" Etc. Etc. This is your magazine &
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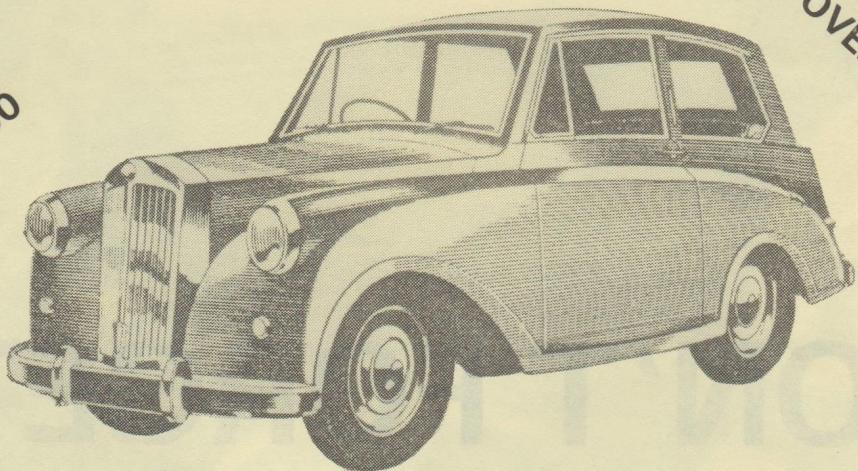
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